

You Cannot Answer These Questions!

1—Why do you continue bathing your knees and elbows one at a time, when you can stretch out in a full bath tempered to suit you, and can do so every morning if you wish?

2—Why pump and carry water for your kitchen and laundry work when you can have it at hand for the turning of a faucet?

3—Why take chances on drinking germ-filled cistern water when you can get it from a large reservoir filtered through the best filter plant South of the Ohio River?

4—Why have a dry, dismal-looking yard when you can have it filled with green grass and blooming flowers, and can at the same time get rid of the dust in the street?

5—Why suffer other inconveniences when you can have everything for the comfort and health of your family right in the house?

6—Is it not true that the answer is not "lack of money," but lack of economy and enterprise and indifference to getting the most out of life?

C. F. ATTERSALL, Superintendent
Winchester Water Works Co.,
INCORPORATED.
 At cor. Maple Street and Lexington Avenue, will tell you all about it. You'll be surprised at how inexpensive these privileges are.

FROM GARRET



to Cellar you need good Furniture and we can supply it. Our present assortment includes many attractive pieces of

FINE FURNITURE

suit to every room in the house. Our stock is always complete and our prices always interesting.

WON'T YOU LET US SHOW IT TO YOU?

The Winn Furniture Co.

An Advance for Winchester!

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 Cut out and presented to us is good for
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Men's \$5.00 Shoes.
 Good Until
 Dec. 1, '08. **MASSIE, The Shoe Man.**

We Do Not Reserve Any \$5 Shoe in our Store.

MASSIE, The Shoe Man.

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We are making a
SPECIAL PRICE
 now on

Garland Heaters and Cook Stoves.

\$9.50 Heater, to close out, \$8.
 OTHERS IN PROPORTION.

Grant Witt & Co.,

30 N. Main St., - Winchester, Ky.

CAUSE OF BAD ROADS.

Businesslike Methods Not Used
 In Highway Construction.

THE RIGHT SYSTEM LACKING.

Road Bosses Should Be Removed From
 Politics and Made to Pass an Examination Showing Their Efficiency.
 Change Needed in Road Laws.

A back number—the bad country road is a back number. It is as much out of place and date as the grain cradle or flail thrasher. They had bad roads away back in grandfather's time—ever since people began to travel, to haul stuff in modern narrow tired wagons. They had good roads away back in Caesar's time in the old world. What progress have we made in road building? Very little. Over three-fourths of all the miles of country roads in the midwest are still unimproved, says the Agricultural South-west. In most states 90 per cent would be more nearly correct. Of course every bit of road gets its annual tearing up by the road officials, who draw a salary for calling it road "improvement."

Why is it thus? There's a reason why country roads are bad. Can't lay it to the weather or the road material either. As one farmer says, "I have seen in twenty-three years hundreds of thousands of dollars of taxpayer's money expended on the roads in town and country; but, after all, our roads are still as bad as ever." As bad as ever! What a comment to make upon the appearance of country homes had it been said that the farms had not been improved in twenty-three years! But, no; the farms have improved, the towns have grown, and business places are better than they were twenty-three years ago, but the country roads are "as bad as ever" after spending fortunes upon them.

The reason is this—road building is not done in the same businesslike manner as other things are managed. We have seen the creamery come into existence. We have seen the skilled buttermaker turning out carloads of butter finer than that made by the farmers before the creameries took the job off their hands. Science and business methods have made the change in buttermaking. But the roads are "as bad as ever" because it is a farmer's job, to be done when it suits his convenience. It is done by men who have never studied the science of road building. It is done in a hit and miss method devoid of business principles. This is why hundreds of thousands of the taxpayers' money have failed to make the roads any better. And again we say it is not because of bad weather or poor road building material. The buttermaker takes bad cream and makes pretty good butter from it because he knows how. Of course he could do better with good cream. Likewise the skilled road builder can make good roads out of just plain country dirt because he knows how. Of course he could do better with crushed rock and all of that. It is not a scarcity of money or of material, but a lack of the right system, that is responsible for bad roads.

Dollar for dollar—what we want to see is a dollar's worth of good roads for a dollar spent in road tax. And why not have it? Isn't it about time to quit pouring money into a mud-hole? Most roads could have been nicely paved with the dollars they have cost since first laid out. Where has that money gone? Don't cry "graft." Of course there has been too much politics—ah, politics; there's the rub—but there has been no political graft to speak of in connection with country roads. The trouble is the system is and has been wrong. Road building is for the public good, just as mail carrying is. The mail carriers are under civil service, out of politics entirely. They are paid for knowing their business. They must give a dollar's worth of service for a dollar in pay. Why not handle the road problem that way? Remove the road boss from politics and make him pass an examination showing his efficiency. Keep him just as long as he does his work well. Then you will see good dirt roads wherever there is nothing better. Enough money will soon be saved in road tax to macadamize every mile of the main traveled country roads.

A farmer would be foolish to go ahead with a large job of tiling without having the whole thing mapped out and levels established by some one capable of doing it. Then he would be equally foolish should he not study the capacity of tile needed to drain the area intended. It is good business sense for him to hire a competent surveyor or ditcher. Just one tile put in wrong will ruin the whole plan of drainage. But that same farmer will pay money every year in road tax and let men who know nothing about road building squander the money. It is time this foolishness was stopped.

It will be stopped when the farmers who pay the money and who use the roads get together and demand a change of system, demand that it be eliminated from politics, demand that the road laws be changed from antiquated forms to suit the needs of a progressive age of business sense.

Good Road Requisites.

D. Ward King, the original road drag man, says there are three requisites for a good road—it must be oval, hard and smooth, because all three of these conditions are necessary to secure drainage. Without drainage the best road soon goes to pieces.

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